

Summary of the RICHMOND COASTLINE PLAN

The Richmond Coastline Plan

The study which produced the Richmond Coastline Plan started in July, 1971. It grew out of increasing interest in conservation throughout the country and California, and in response to a broadening awareness of environmental problems among Richmond citizens. The study also responded to the recognition that new modes of land-sea transportation and widening horizons for world trade could spur rapid growth in local marine terminals and industry. For both environmental and economic reasons, the Coastline Area needed a plan for rational growth and conservation. The overall purpose of the study was to develop such a plan, a policy plan for the conservation and development of the Coastline Area, with orientation towards ecological and community values, and focusing on the resolution of key issues which evolve from conflicting desires for environmental protection and urban growth.

THE RICHMOND COASTLINE AREA

The Richmond Coastline Area includes the full 32 miles of shoreline within the City limits, all offshore waters and islands in the City, an unincorporated land and water area enclosed on three sides by City territory and related upland areas. Its inland boundary is defined generally by the proposed alignment of the Hoffman Freeway in the southern coastline area and by the main line of the Atchison, Topeka and Santa Fe Railroad, which runs north and northeast.

Although large parts of the Coastline Area have been filled, much of it is unused and underused by man. Marshes and mudflats along the northern, northwestern and southeastern shores continue to provide a living environment for fish and wildfowl of the Bay. The prominent ridge extending northwest along San Pablo Peninsula remains largely in a natural state. The islands are mostly undeveloped, and Castro Rocks, lying close to the Richmond-San Rafael Bridge, are important seal hauling grounds.

Four separate neighborhoods lie in the Coastline Area. Several marine terminals use Richmond's wharves and harbors. Many industries have located in the Coastline Area, taking advantage of good road and rail connections. Several marinas thrive in Richmond's more sheltered coves. A small amount of the shoreline is available for public recreation; two parks are now open on the coast and two more are planned to open soon.

OBJECTIVES OF THE PLAN

The Mayor's Waterfront Development Committee has established as objectives of the Coastline Plan the meeting of the following needs:

- More public access to the Richmond Shoreline;
- Protection and enhancement of marshes and tidelands as wildlife habitat areas, within the limits of feasibility;
- Development of shoreline segments in a manner that will generate jobs for people living in Richmond;
- Coordination of the development of shoreline areas with the overall development of Richmond, in a way that will improve the public image of Richmond and make it a more desirable place to live and work;
- Attainment of a proper balance among uses of the shoreline.

These objectives reflect the desires of the local community. They were isolated as the major areas of concern about the use of the coastline's potential after a series of meetings held by the Community Attitudes Subcommittee of the Mayor's Waterfront Development Committee. Representatives of many different organizations, representing a wide cross section of community interests, attended these meetings.

PLAN POLICIES

The Plan Policies are of two types. One type proposes physical changes, usually for definite Coastline Area locations. The other is more general and abstract, devising systems for managing the area's resources or setting goals for improving its overall character. The large map on the reverse of this sheet, titled "Interim and Continuing Policies for Development and Conservation", and the map above, titled "Future Policies for Development and Conservation", illustrate selected policies and features of the Plan. The large map identifies shorter-range policies which will need to be made consistent with Richmond's zoning regulations in accord with State law. The smaller map identifies major policies for future development.

Policies are cast in three time frames: continuing, interim and future. Continuing policies can be applied immediately to extend over an indeterminate period. Interim policies will terminate at some specific time. Future policies will be applied at some unknown point in time after other earlier improvements take place.

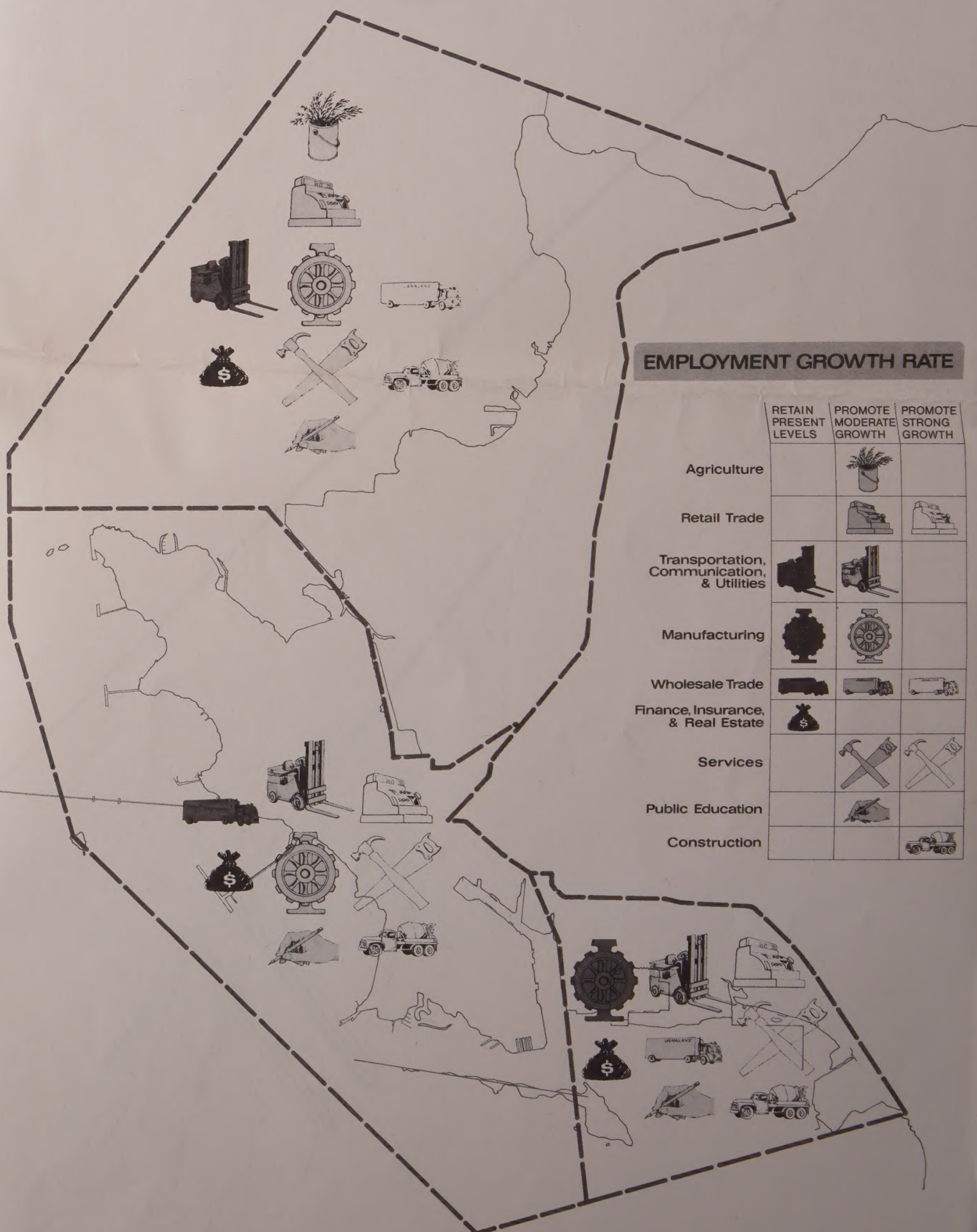
Several continuing policies illustrated on the reverse of this page focus on improvement of Richmond's marine terminals and related cargo handling and distribution facilities, in conjunction with road improvements to enhance the port and attract new industrial facilities. The port and industries, as well as early development of the marinas and other recreation facilities proposed, will create needed jobs. Continuing policies designating open space and public shoreline parks along the west and northwest coastline complement the intensified use proposed for the southern sector. Interim policies illustrated on the map, such as the land bank adjacent to the port and agricultural open space north of North Richmond, will use valuable spaces in the Coastline Area productively until it is appropriate to develop permanent uses there.

Future policies shown on the map above largely propose new development, frequently at places which are unlikely to be available for some time or where costly improvements are required first. Much of the new housing proposed in the Plan is shown on the "future map", as well as the commercial development on San Pablo Peninsula, which must await road improvements there.

Many of the environmental management policies in the Plan, though crucial to the overall goal of development with conservation, are not easily illustrated and so are not shown on these maps. Major policies for environmental resource management call for both strong local controls on development to integrate it successfully with natural resources, and also initiation of studies directed at effective intergovernmental management of the environment throughout the Bay Area.

GROWTH IN EMPLOYMENT

A theme linking many policies in the Coastline Plan is the widening of employment opportunities in the Coastline Area. Although many industries are located in the Coastline Area, automation and relocation are expected to decrease the number of industrial jobs there. At present, few consumers live in the Coastline Area, and so service jobs, generally on the increase in the Bay Area, are not plentiful along Richmond's coastline. The implementation of the Plan's development Policies will create new jobs in the Coastline Area. The kinds of jobs expected to be created and their general locations are shown on the map below.



EMPLOYMENT GROWTH RATE

	RETAIN PRESENT LEVELS	PROMOTE MODERATE GROWTH	PROMOTE STRONG GROWTH
Agriculture			
Retail Trade			
Transportation, Communication, & Utilities			
Manufacturing			
Wholesale Trade			
Finance, Insurance, & Real Estate			
Services			
Public Education			
Construction			



INTERIM & CONTINUING POLICIES FOR DEVELOPMENT & CONSERVATION RICHMOND COASTLINE PLAN

LAND USE

- CONTAINER PORT
- OTHER MARINE TERMINALS AND SHIP REPAIR
- OTHER INDUSTRY
- MARINA AND COMMERCIAL RECREATION
- OTHER RETAIL
- RESIDENTIAL
- EMPLOYMENT
- LAND BANK
- PRESERVATION AREA
- SANITARY LANDFILL
- SEWAGE TREATMENT PLANT
- SHIP CHANNEL

CIRCULATION

- SCENIC FREEWAY
- MAJOR THOROUGHFARE
- LANDSCAPED THOROUGHFARE
- SCENIC HIGHWAY
- RECREATIONAL RAILROAD
- HIKE / BIKE TRAIL

ENVIRONMENTAL RESOURCE MANAGEMENT

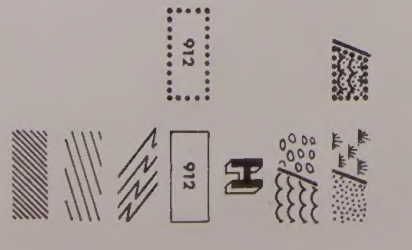
- FISHING SITES
- BEACH
- CREEKSIDE RECREATION
- PARK
- VIEWPOINT
- FLOOD CONTROL CHANNEL

CONSERVATION

- ENVIRONMENTAL RESOURCE MANAGEMENT
- WILDLIFE HABITAT (MARSH / MUDFLAT)
- WILDLIFE HABITAT (LAND / WATER)
- HISTORIC LANDMARK
- AGRICULTURE
- FAULT ZONE
- SLOPES 20 - 25
- SLOPES GREATER THAN 25

RICHMOND COASTLINE PLAN JAN. 31, 1973

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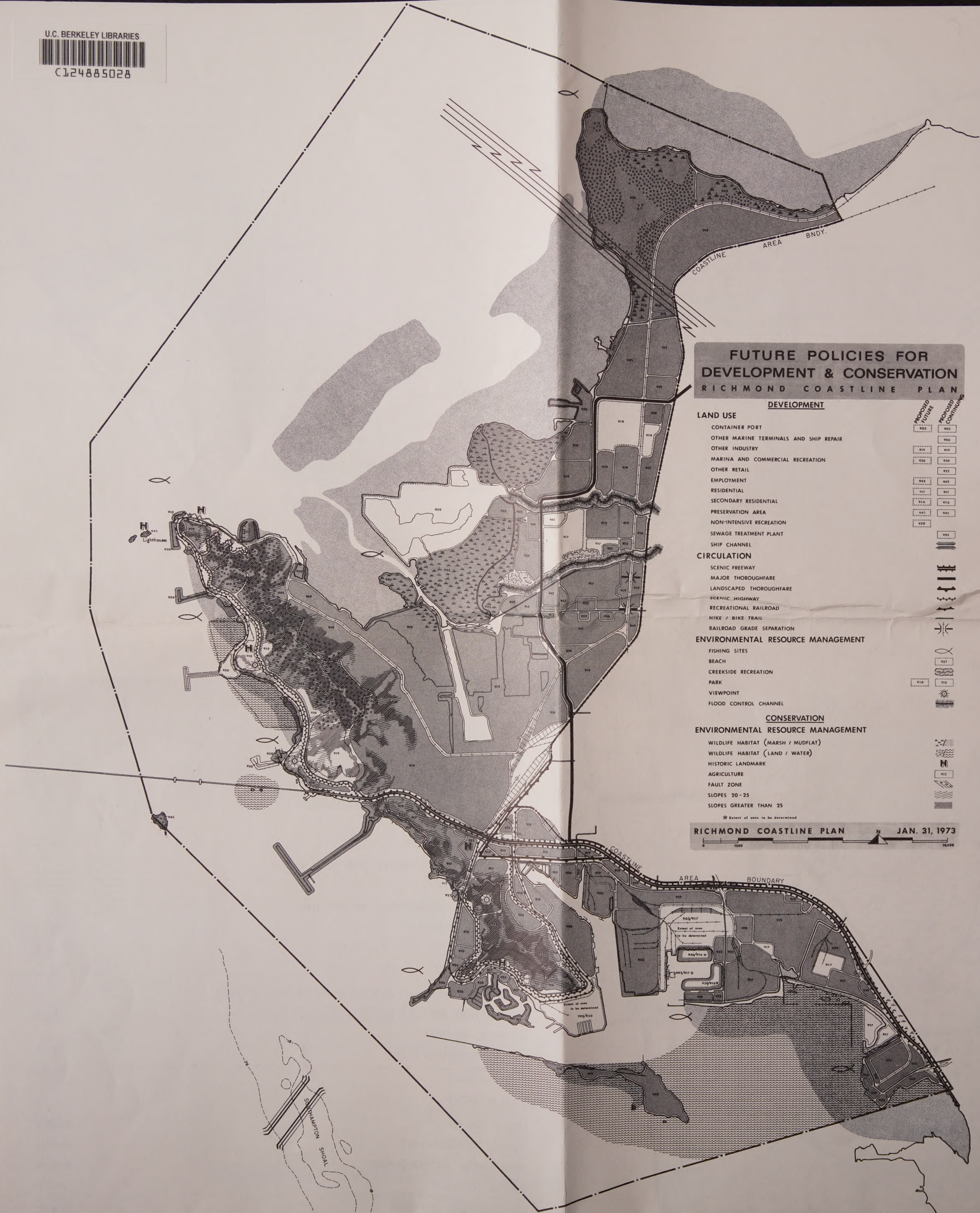


PROPOSED INTERIM

PROPOSED CONTINUING



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FUTURE POLICIES FOR DEVELOPMENT & CONSERVATION RICHMOND COASTLINE PLAN

DEVELOPMENT

LAND USE

- CONTAINER PORT
- OTHER MARINE TERMINALS AND SHIP REPAIR
- OTHER INDUSTRY
- MARINA AND COMMERCIAL RECREATION
- OTHER RETAIL
- EMPLOYMENT
- RESIDENTIAL
- SECONDARY RESIDENTIAL
- PRESERVATION AREA
- NON-INTENSIVE RECREATION
- SEWAGE TREATMENT PLANT
- SHIP CHANNEL

CIRCULATION

- SCENIC FREEWAY
- MAJOR THOROUGHFARE
- LANDSCAPED THOROUGHFARE
- SCENIC HIGHWAY
- RECREATIONAL RAILROAD
- HIKE / BIKE TRAIL
- RAILROAD GRADE SEPARATION

ENVIRONMENTAL RESOURCE MANAGEMENT

- FISHING SITES
- BEACH
- CREEKSIDE RECREATION
- PARK
- VIEWPOINT
- FLOOD CONTROL CHANNEL

CONSERVATION

ENVIRONMENTAL RESOURCE MANAGEMENT

- WILDLIFE HABITAT (MARSH / MUDFLAT)
- WILDLIFE HABITAT (LAND / WATER)
- HISTORIC LANDMARK
- AGRICULTURE
- FAULT ZONE
- SLOPES 20-25
- SLOPES GREATER THAN 25

* Extent of uses to be determined

RICHMOND COASTLINE PLAN JAN. 31, 1973

PROPOSED FUTURE	PROPOSED CONTINUING
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